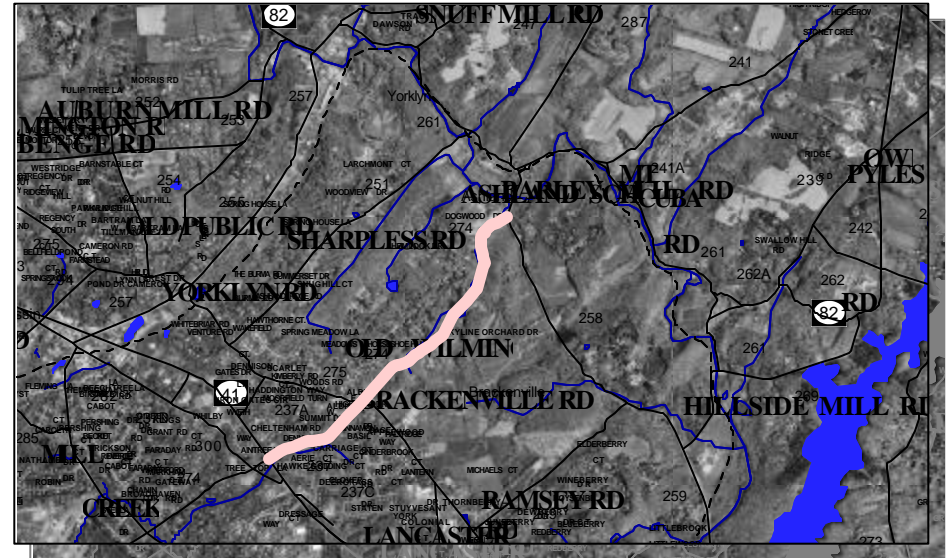


***NEW CASTLE
COUNTY
LOCAL ROADWAY
IMPROVEMENTS***

BRACKENVILLE ROAD, SR 48 TO BARLEY MILL ROAD, SAFETY

PROJECT SCOPE/DESCRIPTION: This project will include minor widening to provide 10' travel lanes and 2' grass shoulders. A closed drainage system and guardrail will be installed as part of the pavement rehabilitation.

PROJECT JUSTIFICATION: Narrow travel lanes and safety concerns have been brought to the attention of the Department by area citizens.



BRACKENVILLE ROAD, SR 48 TO BARLEY MILL ROAD, SAFETY (CONTINUED)

County: New Castle
Municipality:
Funding Program: Road System – Local Roadways
Functional Category: Management
Representative District: 12, 20
Senatorial District: 6, 7

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
	81	24	567	800		1,818	3,290

All \$ X 1,000

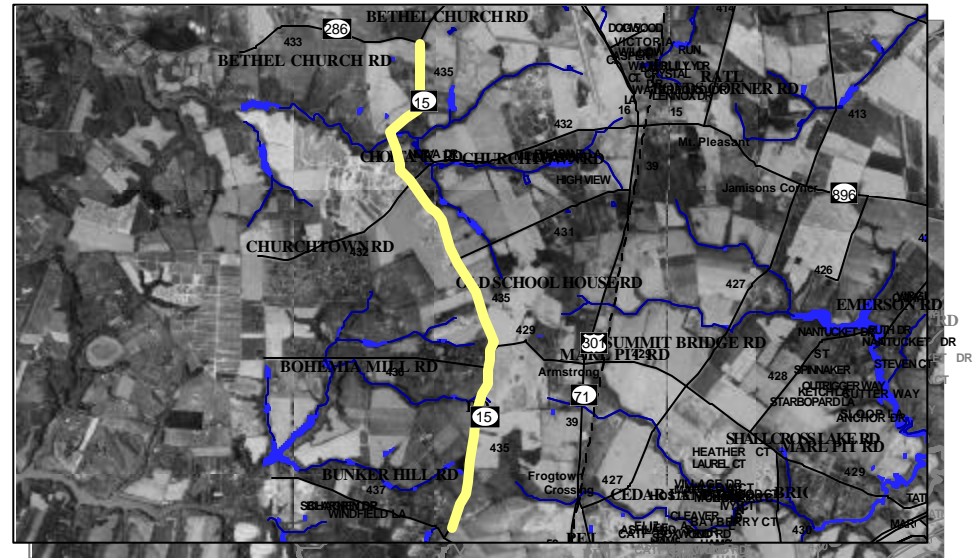
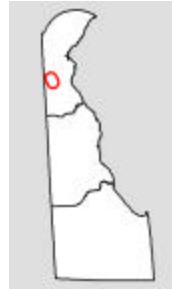
FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
20-044-01	LOC PE R/W C	100% ST 100% ST 100% ST 80% F – Q23	595 272 500 <u>1,816</u>	295 272 _____	300 500 _____		<u>1,816</u>	
	TOTAL		3,183	567	800		1,816	

All \$ X 1,000

CHOPTANK ROAD, SR 15 FROM N455 TO N285

PROJECT SCOPE/DESCRIPTION: The project will widen the current 18' travelway to 24' with additional 2' – 5' bicycle/pedestrian shoulders; patching and wedging 3" hot-mix overlay; realigning the approach (BR377); and realigning the intersection of N435 and N437 to create clear sight distances. It will be necessary to relocate utilities and purchase rights of way for the new sections and realignments. The replacement of BR377 – a one-lane bridge on Choptank Road - will be advertised as a separate project.

PROJECT JUSTIFICATION: To provide additional modes of transportation in the US301 corridor.



CHOPTANK ROAD, SR 15 FROM N455 TO N285 (CONTINUED)

County: New Castle
Municipality:
Funding Program: Road System – Local Roadways
Functional Category: Management
Representative District: 9
Senatorial District: 14

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
			180	700		8,200	9,080

All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	ENV	100% ST	180	180				
	PE	100% ST	700		700			
	R/W	100% ST	1,200				1,200	
	C	80% F	<u>7,000</u>					<u>7,000</u>
		TOTAL	9,080	180	700		1,200	7,000

All \$ X 1,000

MILL CREEK ROAD / MC KENNAN'S CHURCH ROAD INTERSECTION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: Provide right turn lanes on the eastbound, westbound, and northbound approaches within 500' of the intersection approaches..

PROJECT JUSTIFICATION: To improve traffic flow.



County:

New Castle

Municipality:

Funding Program:

Road System – Local Roadways

Functional Category:

Management

Representative District:

12,19, 20

Senatorial District:

7,8



MILL CREEK ROAD / MC KENNANS CHURCH ROAD INTERSECTION IMPROVEMENTS (CONTINUED)

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
						1,180	1,180

All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	PE C	100% ST 80% F TOTAL	180 <u>1,000</u> 1,180				180 180	 <u>1,000</u> 1,000

All \$ X 1,000

POSSUM PARK ROAD (SR 72) FROM POSSUM HOLLOW ROAD TO OLD POSSUM PARK ROAD

PROJECT SCOPE/DESCRIPTION: Widen and reconstruct the existing shoulders to twelve feet. Additional improvements include guardrail and drainage improvements, hot mix patching; and a milling/overlay to the roadway.

PROJECT JUSTIFICATION: To improve transportation modes along the corridor.

County:	New Castle
Municipality:	
Funding Program:	Road System – Local Roadways
Functional Category:	Management
Representative District:	14
Senatorial District:	6,8,9



POSSUM PARK ROAD (SR 72) FROM POSSUM HOLLOW ROAD TO OLD POSSUM PARK ROAD (CONTINUED)

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
						2,850	2,850

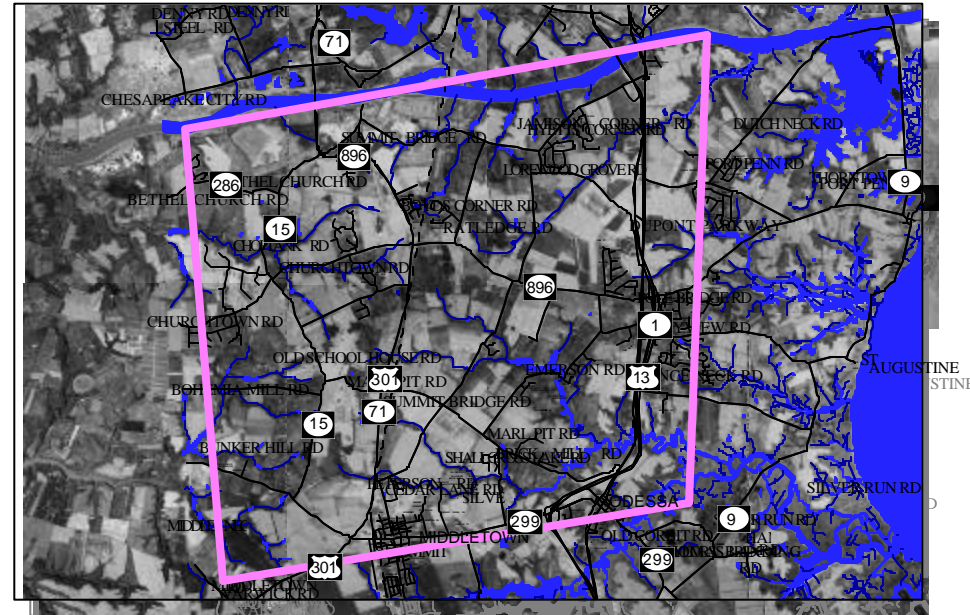
All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	PE R/W C	100% ST 100% ST 80% F TOTAL	250 100 <u>2,500</u> 2,850				250 250	100 <u>2,500</u> 2,600

All \$ X 1,000

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The US301 Major Investment Study (MIS) encompasses the area from the Maryland line to US 13, and from I-95 to the area just south of Middletown. The study is complete and has been adopted by WILMAPCO. Options have been narrowed to multi-modal packages of improvements/expansions (transit, pedestrian, bike, minor and major roadways). The final, selected package of improvements will be phased in over the next 20+ years and, depending on the alternative chosen, may include major road capacity increases. These could range from dualization of the existing US301 and SR896 (south of C&D canal) to a new four lane limited access highway between the Maryland line and SR 1-95, as well as minor and major roadway expansion projects north of the C&D canal. An environmental impact statement will be prepared over the next three years, with subsequent review, coordination, and agreements with federal/state agencies, leading to location, design, and possible funding. Funding is available within this project allocation for improvements to the secondary road system in Southern New Castle County, the first of which is Choptank Road (as noted on an earlier page in the Roadway Section). Additional secondary road improvements will be identified through a joint study conducted by New Castle County and the Department and funded as part of this project.



PROJECT JUSTIFICATION: To develop projects identified through the US301 Major Investment Study; carry out the local roads plan being developed jointly by DelDOT and New Castle County; and contribute to the economic development effort to bring jobs south of the Chesapeake and Delaware Canal.



County:	New Castle
Municipality:	Middletown
Funding Program:	Road System – Local Roadways
Functional Category:	Management
Representative District:	9
Senatorial District:	14

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS (CONTINUED)

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
			80	1,400	9,400	42,740	53,620

All \$ X 1,000

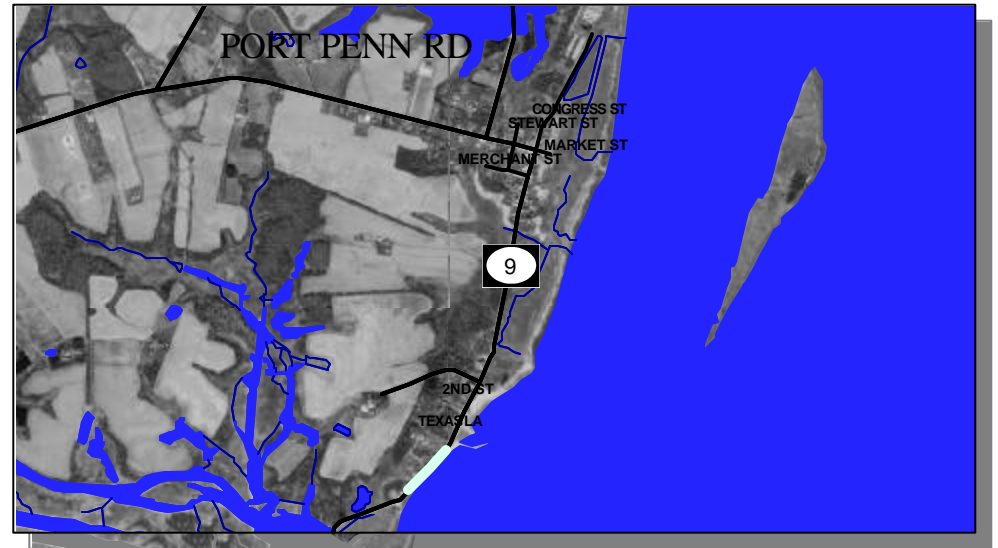
FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
		100% ST	80	80				
		100% ST	1,400		1,400			
		100% ST	2,400			2,400		
		80% F – Q24	<u>49,740</u>	<u> </u>	<u> </u>	<u>7,000</u>	<u>15,800</u>	<u>26,940</u>
		TOTAL	53,620	80	1,400	9,400	15,800	26,940

All \$ X 1,000

SR 9 (N422) AT AUGUSTINE BEACH SLOPE STABILIZATION

SCOPE/DESCRIPTION: This project will stabilize the roadway by placing additional riprap to the reduce overtopping and wave damage. The shoulder area between the riprap and the travel lanes will be paved.

PROJECT JUSTIFICATION: During storms and high tides, the dirt shoulders wash up on the roadway, rendering it impassable.



SR 9 (N422) AT AUGUSTINE BEACH SLOPE STABILIZATION (CONTINUED)

County: New Castle
Municipality:
Funding Program: Road System – Local Roadways
Functional Category: Preservation
Representative District: 9
Senatorial District: 14

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
		1	233				234

All \$ X 1,000

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
21-044-01	C	100% ST	233	233				

All \$ X 1,000

WILMINGTON RIVERFRONT

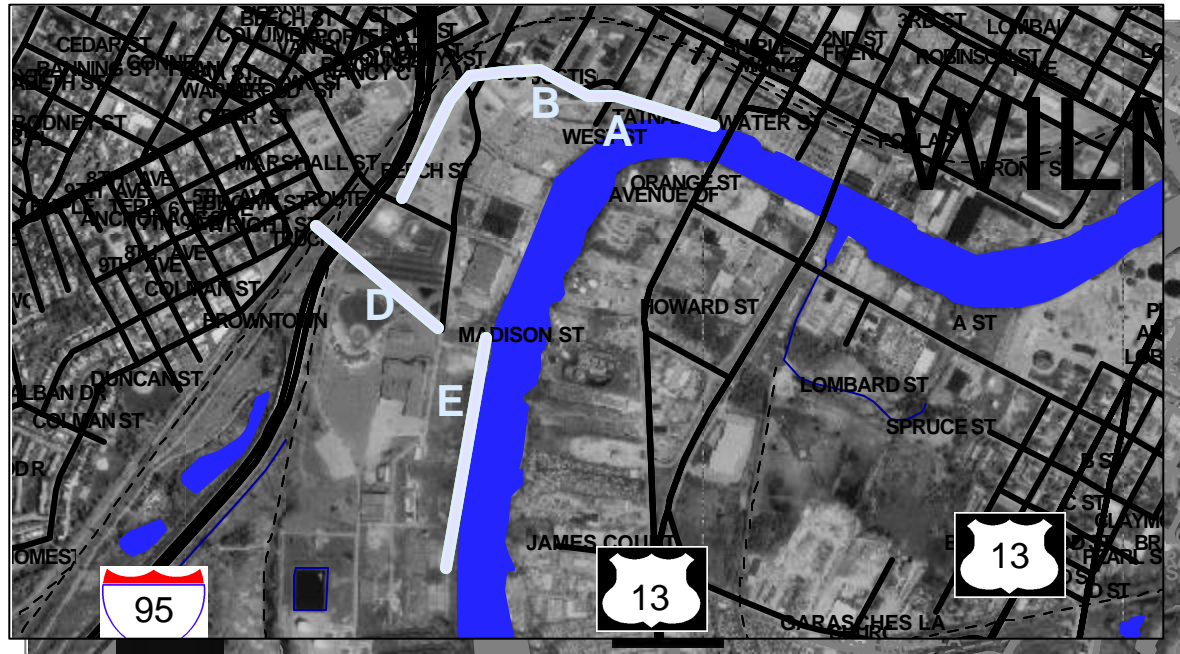
PROJECT SCOPE/DESCRIPTION:

- A. **Water Street, Shipley Street to West Street -** Improvements are needed to link newly-completed South Madison Street and West Street Connector to the recently completed Tubman-Garrett Park and Transit Center areas.



Water Street also fronts a development area, which requires transportation infrastructure improvements.

The design will provide new pavement, improved drainage, pedestrian enhancements, streetscaping and controlled parking -- all elements which presently do not exist.



- B. **West Street Connector Extension** - The West Street Connector Extension is a continuation of the South Madison West Street Connector. It runs from South Madison Street to Beech Street and provides for a secondary access in the Riverfront area. This infrastructure improvement supports the redevelopment of the northern bank of the Christina River. It will result in better vehicular access, especially for special events, which draw many visitors to the Riverfront.
- C. **West Street Connector Extension – Streetscape, South Madison to Stadium Drive** - This project completes the Connector Extension project by providing the necessary sidewalks, lighting, and trees for a pedestrian-friendly environment. It encourages pedestrian movement and complements the other transportation projects in the area.
- D. **Browntown Pedestrian Walkway from Community Center to Stadium Area** - This project provides a critical pedestrian link from the nearby community to the Riverfront Arts Center, Frawley Stadium, and other Riverfront attractions. It will construct pathways that are safe for pedestrians and encourage more pedestrian, rather than vehicular, movement in the area. The community is presently separated from the Riverfront by railroad tracks and the I-95 Viaduct.

WILMINGTON RIVERFRONT (CONTINUED)

- E. **Riverwalk – South of Shipyard Shops through Peterson Wildlife Preserve** – The final portion of the Riverwalk will connect the Shipyard Shops to the Education Center at the Governor Peterson Wildlife Preserve. This provides pedestrian-friendly access to a wildlife refuge area and is consistent with the designs of previous Riverwalk phases.

Picture represents section of the Wilmington Riverwalk



- F. **Market Street and Walnut Street Bridge Sidewalks**– The walkway on these bridges and their approaches must be improved for safe pedestrian use. Due to pending office developments on the south bank of the Christina Rivers (adjacent to the bridges), it is important for these links to be made. Just north of the bridges are the Transit Center, Tubman-Garrett Park, the new Justice Center, and the central business district.
- G. **Interstate Access** - With the continuing development of Wilmington's Riverfront, access for local and regional travelers becomes increasingly important for this development to succeed. An on-going study allows the examination of options to new or improved connections from the area to I-95 and I-495.

PROJECT JUSTIFICATION: The success of Wilmington's redevelopment of this area depends on intermodal transportation improvements. The Riverwalk provides a critical pedestrian link from the Wilmington Transit Center and Riverfront Park to riverfront attractions like Frawley Stadium, the Arts Center, Shipyard Shops, restaurants, and entertainment.

County:	New Castle
Municipality:	Wilmington
Funding Program:	Road System – Local Roadways
Functional Category:	Management
Representative District:	3
Senatorial District:	3, 13



WILMINGTON RIVERFRONT (CONTINUED)

Funding Information

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
13,331	5,945	3,469	2,015	5,025	9,630	1,100	40,515

All \$ X 1,000

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
99-121-02	Program Development	PLAN	100% ST	300	100	100	100		
	A. Water St, Shipley to West Sts.	PE	100% ST	300		300			
		R/W	100% WILM	200		200			
		C	100% ST	1,200			1,200		
	B. West St. Connector Extension	ENV	100% ST	400	400				
		R/W	100% ST	790	790				
		C	100% ST	2,900		2,900			
	C. West St. Connector Extension	PE	100% ST	650		650			
	Streetscape, & S. Madison Dr to	ENV	100% ST	1,000			1,000		
	Stadium Drive	R/W	100% ST	250		250			
		C	100% ST	4,400			3,900	500	

WILMINGTON RIVERFRONT (CONTINUED)

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	D. Browntown Ped/Walkway Community Center to Stadium	PE ENV R/W C	100% ST 100% ST 100% ST 100% ST	75 50 50 475	75	50 50 475			
	E. Riverwalk – from Shipyard Shops through Peterson Preserve	PE C	100% ST 100% ST	600 3,280	600		3,280		
	F. Market and Walnut Sts. Bridges	PE C	100% ST 100% ST	150 600			150	600	
	G. Interstate Access		100% ST	<u>100</u>	_____	<u>100</u>	_____	_____	
			TOTAL	17,770	1,965	5,075	9,630	1,100	

All \$ X 1,000